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Subject: EIR: LGB

Dear Ms. Reynolds:

My comments on the draft EIR for LGB are made not only as a private citizen but as chair of the AAC Study Committee on Airport Improvements, which spent more than a year and half working on this issue.

In our hearings over 15 months' time listening to hundreds of experts and advocates on both sides of the issue, we took a *balanced* approach, one that represented the interests of *all* of the citizens of Long Beach and the traveling public, while taking into account the special needs of the neighborhoods in or near the flight paths.

That is why I and five other commissioners voted in favor of improvement sizing that was just adequate but fell far short of the Federal Government's guidelines. The vote was a commanding 6-3 for an airport of 133,000 sq. ft.

In my opinion, the EIR seems to support the AAC's recommendation to the City Council, and perhaps suggests that if our main recommendation of 133,000 sq. ft. had remained in the study, if it had not been prematurely jettisoned by the City Council, even it would have been found to have been valid and to be the superior option.

*Keep in mind that when we advised the City Council that 133,000 sq. ft. was what was needed to adequately accommodate the needs of the traveling public, we were looking at Federal Guidelines that would have called for 266,000 sq. ft. In other words, the recommendation of the consultants, staff, and the AAC cut that in half!*

Which brings me to my final thought: there is no nexus between improving the airport and the generating of more flights and more noise. Indeed, if we do not properly improve the airport, we risk losing the cherished noise ordinance in future court battles with the airlines. It was my goal and that of other commissioners to protect the noise ordinance at all costs. We who voted overwhelmingly for the 133,000 sq. ft. believed that we did that.

Sincerely,

Ronald D. Salk  
Vice Chair  
Airport Advisory Committee